IN THE CLAIMS:

1. (Currently amended) A fuel-control manifold, comprising:

a non-integral body comprising at least three pieces joined together and including an upper body segment, a middle body segment, and a lower body segment;

a tank port in the upper body segment;

an engine supply port in the upper body segment;

a fueling port in the upper body segment;

a shutoff valve in the upper body segment, the shutoff valve including a controllable shutoff valve closure having a shutoff-valve first side in fluid flow communication with the tank port and a shutoff-valve second side in fluid flow communication with the engine supply port and with the fueling port;

a defueling port in the lower body segment;

a vent port in the upper body segment; and

a defuel/vent valve in the middle body segment, the defuel/vent valve comprising

a controllable ball-valve defueling closure having a defueling-valve first side in fluid-flow communication with the shutoff-valve second side and a defueling-valve second side in fluid-flow communication with the defueling port, and

a controllable ball-valve vent closure having a vent-valve first side in fluid-flow communication with the vent port, and a vent-valve second side in fluid-flow communication with the defueling-valve second side,

wherein the defuel/vent valve has no elastomeric materials therein,

wherein the defueling closure and the vent closure are mounted on a common defuel/vent valve stem, and

wherein the defueling closure and the vent closure cannot be open at the same time.

2. (Original) The fuel-control manifold of claim 1, wherein the shutoff valve closure is a ball-valve closure.

3. (Previously presented) The fuel-control manifold of claim 1, further including

an instrumentation port in the upper body segment, the instrumentation port being in fluid-flow communication with the shutoff-valve second side.

4. (Cancel)

5. (Currently amended) A fuel-control manifold, comprising:

a body;

a tank port in the body;

an engine supply port in the body;

a fueling port in the body;

a shutoff valve in the body, the shutoff valve including a controllable shutoff valve closure having a shutoff-valve first side in fluid flow communication with the tank port and a shutoff-valve second side in fluid flow communication with the engine supply port and the fueling port;

a defueling port in the body;

a vent port in the body; and

a defuel/vent valve in the body, the defuel/vent valve comprising a defuel/vent valve closure structure including

a controllable ball-valve defueling closure having a defueling-valve first side in fluid-flow communication with the second shutoff-valve side and a defueling-valve second side in fluid-flow communication with the defueling port, and

a controllable ball-valve vent closure having a vent-valve first side in fluid-flow communication with the vent port, and a vent-valve second side in fluid-flow communication with the defueling-valve second side,

<u>wherein the defuel/vent valve closure structure has no elastomeric materials therein,</u>

wherein the defueling closure and the vent closure are mounted on a common defuel/vent valve stem, and

wherein the defueling closure and the vent closure cannot be open at the same time.

6. (Original) The fuel-control manifold of claim 5, wherein the body has three separate segments that are joined together, and wherein the shutoff valve is in an upper body segment and the defuel-valve is in a middle body segment.

7. (Cancel)

8. (Original) The fuel-control manifold of claim 5, wherein the shutoff valve closure is a ball-valve closure.

9. (Previously presented) The fuel-control manifold of claim 5, further including

an instrumentation port in the body, the instrumentation port being in fluid-flow communication with the shutoff-valve second side.

10. (Original) A fuel-control manifold, comprising:

a body;

a tank port in the body;

an engine supply port in the body;

a fueling port in the body;

a shutoff valve in the body, the shutoff valve including a controllable shutoff valve closure having a shutoff-valve first side in fluid flow communication with the tank port and a shutoff-valve second side in fluid flow communication with the engine supply port and the fueling port;

a defueling port in the body;

a vent port in the body; and

a defuel/vent valve in the body, the defuel/vent valve including a defuel/vent valve closure structure providing alternative controllable fluid communication between the defueling port and the shutoff-valve second side in a first operating position, and between the defueling port and the vent port in a second operating position, the defuel/vent valve closure structure having no elastomeric materials therein.

11. (Original) The fuel-control manifold of claim 10, wherein the body has three separate segments that are joined together, and wherein the shutoff valve is in an upper body segment and the defuel-valve is in a middle body segment.

12. (Original) The fuel-control manifold of claim 10, wherein the shutoff valve closure is a ball-valve closure.

13. (Previously presented) The fuel-control manifold of claim 10, further including

an instrumentation port in the body, the instrumentation port being in fluid-flow communication with the shutoff-valve second side.

14. (Previously presented) The fuel-control manifold of claim 10, wherein the defuel/vent valve closure structure comprises

a controllable ball-valve defueling closure having a defueling-valve first side in fluid-flow communication with the second shutoff-valve side and a defueling-valve second side in fluid-flow communication with the defueling port, and

a controllable ball-valve vent closure having a vent-valve first side in fluid-flow communication with the vent port, and a vent-valve second side in fluid-flow communication with the defueling-valve second side, and wherein

the defueling closure and the vent closure are mounted on a common defuel/vent valve stem.

15. (Original) The fuel-control manifold of claim 10, wherein the defuel/vent valve closure structure comprises at least one nonmetallic solid component, and wherein each nonmetallic solid component is a thermosetting polymer.

16. (Previously presented) A fuel-control manifold, comprising:

a body;

a tank port in the body;

an engine supply port in the body;

a fueling port in the body;

a shutoff valve in the body, the shutoff valve including a controllable shutoff valve closure having a shutoff-valve first side in fluid flow communication with the tank port and a shutoff-valve second side in fluid flow communication with the engine supply port and with the fueling port;

a defueling port in the body;

a vent port in the body; and

a defuel/vent valve structure in the body, the defuel/vent valve structure comprising

a defueling closure having a defueling-valve first side in fluid-flow communication with the shutoff-valve second side and a defueling-valve second side in fluid-flow communication with the defueling port, and

a vent closure having a vent-valve first side in fluid-flow communication with the vent port, and a vent-valve second side in fluid-flow communication with the defueling-valve second side,

wherein the defueling closure and the vent closure cannot be open at the same time, the shutoff valve and the defuel/vent valve being leak free over a temperature range of from -40°F to +180°F and over a pressure range of from 72 pounds per square inch to 6000 pounds per square inch.

17. (New) The fuel-control manifold of claim 16, wherein the body has three separate segments that are joined together.